

Hudson Bay Route Association

PRESIDENT
J. S. WOODWARD
724 SASK. CRES. E.
SASKATOON, SASK.

VICE-PRESIDENT
W. A. RICHFORD
BOX 325, NORQUAY, SASK.

SECRETARY-TREASURER
JAMES F. GRAY
BOX 1034
SASKATOON, SASK.
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REPORTS

TO THE SEVENTEENTH ANNUAL
CONFERENCE
AND
CONVENTION
OF THE
HUDSON BAY ROUTE ASSOCIATION
HELD IN
CANORA, SASKATCHEWAN
JULY, 28 th, & 29 th.
1960

C O N F E R E N C E

A G E N D A

J U L Y 28th, 1960

- 9:30 a.m. Registration
- 10:30 a.m. Opening remarks by Mr. J.S. Woodward, Chairman
- 10:45 a.m. Address of welcome by President of Canora Chamber of Commerce
- 11:00 a.m. Short talks by invited representatives
- 12:00 noon Adjourn for lunch

Afternoon

- 1:30 p.m. Panel discussion - F.L. Jobin Chairman

Members:- Rt. Hon. James G. Gardiner, formerly Federal Minister
of Agriculture
Hon. Alex Kuziak, Saskatchewan Minister of Natural
Resources
Dr. John Jenness, Chief of the Economics Branch,
Department of Northern Affairs
Mr. S. Trachtenberg, Executive Secretary of the Manitoba
Development Authority.

- 3:00 p.m. General discussion
- 4:30 p.m. Adjourn for social gathering
- 5:30 p.m. Banquet, courtesy of the Canora Chamber of Commerce
followed by entertainment.

C O N V E N T I O N

A G E N D A

J U L Y 29th, 1960

- 9:00 a.m. Registration
- 9:30 a.m. Opening of meeting by the President, Mr. J.S.Woodward
- 9:45 a.m. Address of welcome by the Mayor of Canora
- 10:00 a.m. Reading of minutes of previous annual meeting
- 10:15 a.m. Appointment of Committees
- 10:30 a.m. Reports of past year's activities
- 12:00 noon Adjourn for lunch

Afternoon.

- 1:30 p.m. Invited speakers:- National Harbours Board
Canadian Wheat Board
Department of Transport,
(Meteorological Branch)
Canadian National Railways
- 3:00 p.m. Resolutions and discussion
- 4:00 p.m. Election of Directors
- 4:30 p.m. Adjourn
- 4:30 p.m. Meeting of new Board of Directors
- 5:30 p.m. Adjournment
- 6:00 p.m. Banquet by courtesy of the Saskatchewan Government
followed by entertainment.

OFFICIALS OF HUDSON BAY ROUTE ASSOCIATION
Elected at Annual Convention
Churchill, Man. August 3rd and 4th, 1959

Honorary Presidents:	Premier T.C. Douglas	Saskatchewan
	Premier Duff Roblin	Manitoba
	Premier E.C. Manning	Alberta
President:	J.S. Woodward	724 Sask.Cres.E. Saskatoon
Vice-President:	W.A. Richford	Box 325, Norquay, Sask.
Secretary-Treasurer	Jas.F. Gray	43 McAskill Cres. Saskatoon (Post Office Box No.1034)
Executive Directors:	W.G. Streeton	Plunkett, Sask.
	C.R. McIntosh	North Battleford
	R.H. MacNeill	Box 2, Sheridon, Man.
	S.N. MacEachern	211-11th St.E. Saskatoon
	F.T. Appleby	1205 Ave.D. North, Saskatoon
	F.L. Jobin	63 Church St. Flin Flon, Man.
Directors:	S.B. Caskey	Melfort, Sask.
	J.A. Cameron	Youngstown, Alta.
	W.McK. Ross	Lac Vert, Sask.
	J.W. Holmes	Bowsman, Man.
	R. Marshall	Churchill, Man.
	O.B. Fysh	Moose Jaw, Sask.
	L. Sherman	3928 Princess St. Regina.
	P.J.E. Ortynsky	Canora, Sask.
	R. Zander	Tomahawk, Alta.
	Doug. McBride	The Pas, Man.

PRESIDENT'S REPORT

Ladies and Gentlemen:-

I am most happy to welcome you to our 17th annual convention. On behalf of our Directors and myself, I wish immediately to express our great appreciation to the Chamber of Commerce and the officials of the Town of Canora, for the excellent arrangements they have provided for our convenience and comfort. This thriving community is in an excellent position to benefit from the constant development of the Hudson Bay Route, and the interest shown in having our convention here is, I am sure, evidence of this.

One of the problems facing your President in preparing an address to a convention at this time of year, is that the result of last season's operations is some distance in the past, and the prospects for the current season are not yet completely available.

Last year, as you know, was by far the most successful season in the history of the Route, and I think we may justly take some credit for this. It was of course so successful that it brought up the problems in connection with the expansion of facilities at Churchill right up in front of the various authorities. These problems are complicated by the fact that larger and larger ships are coming into the port, that vastly increased tonnage is moving inbound through Churchill, and equally important, a whole new traffic is likely to develop within the next two years due to the opening up of the mining operations of the International Nickel Company at Thompson, some 200 miles up the line from The Pas. It is these, I feel, that have hastened the program of wharf extension, which is now in an active stage.

If prospects work out as anticipated, we shall see no less than five ships bringing in goods from Europe this year, instead of one or two, as has previously been the case. The Hudson Bay Route is helping not only the wheat producer of the prairies, but the consumer of the commodities brought in, and as I have said, the economic development of the mining industry of the North. I wonder how much of this would have come about if your Association had not been in being.

It has been my privilege, as your President, to chair the various meetings of the Executive and the Board of Directors, which have been held since my taking office last August. I must pay tribute to the earnest efforts of the members of the Board and the Executive, and to thank them for their constant interest in the affairs of the Association. Our finances are in good shape as you will hear in a few minutes.

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I was happy to be able to attend with our secretary at the hearings of the Royal Commission on Transportation held in Regina last winter. We had an excellent Brief, credit for which must largely go to Mr. Gray and other members of the Executive, for the manner of preparing the submission. Mr. Gray in his report pays tribute to the officials of the various Government departments for their able assistance to us, which I heartily endorse.

It has been an honour to serve as your President for the past year. I have greatly enjoyed the work. The vast energy displayed by our Secretary, Mr. Gray, has of course been invaluable to the Association, if on occasions it may have imposed some additional burden upon myself. But I am, of course, not complaining.

I do suggest, however, that an active Association such as the Hudson Bay Route, might well consider electing a president somewhat younger than 80 years of age, which I shall be next year. Just because the Hudson Bay Route is 300 years old or so, is not much of a reason for having a venerable citizen as its president.

I wish the Association even greater success in the years to come than it has had up to the present. Churchill has problems still to face, but it has far from reached its potential, and eternal vigilance is not only the price of liberty, but in our case the price of progress.

Respectfully submitted

J.S. Woodward
President.

REPORT OF THE EXECUTIVE
July 1959 to July 1960.

Immediately following the convention at Churchill in 1959, a Director's meeting was held and the Executive elected from the Board. The next day, August 5th, another Directors' meeting was held on the train, to finish business that had not been completed. At this meeting the Secretary was instructed to call for tenders for the printing of the convention handbook.

The next Executive meeting was held in Saskatoon on September 5th, 1959. At this meeting it was decided to accept the tender of the McIntosh Printing Company of North Battleford. It was also decided to try and get the picture of each director in the handbook. This was done as far as the pictures were available. The Secretary's remuneration was also considered and it was increased in accordance with the volume of work that now had to be done.

The second meeting of the Executive was held in Saskatoon on December 12th. At this meeting it was decided to hold the 1960 convention at Canora, Sask., on July 28th and 29th. The first day to take the form of a panel discussion, and the second day the convention proper.

In view of the success of the excursion to Churchill, it was decided to operate another one in 1960, and the Secretary was instructed to proceed to work out arrangements with Mr. Alex Morgan, District Passenger Agent of the Canadian National Railways at Saskatoon.

It was also decided to submit a "Brief" to the Royal Commission on Transportation when they held their hearing in Regina. This was done, with the help of members of the Executive and the valuable assistance from the Saskatchewan Department of Municipal Affairs, Freight Rate Division. We wish to particularly express our thanks to their Director Mr. George Oliver and his staff. Every Director received a copy of the "Brief". The President, Mr. Woodward and the Secretary, Mr. Gray, made the presentation at Regina on February 12th. It was well received, and we heard many complimentary remarks as to the contents and the manner in which it was presented.

It was intended to hold an Executive meeting towards spring. However, we were notified that Mr. Peter Dalglish of the Dalglish Shipping Co. would be in Saskatoon on May 14th, so it was decided to have the meeting on that date. Mr. Dalglish was present and gave us some valuable information. He outlined the experience of his company in using the route, and offered some suggestions. He thanked the Association for the work they were doing, and wished us continued success.

Convention arrangements were discussed and plans made. The excursion arrangements were reported to the Board.

The Secretary reported to every meeting in regards to correspondence, finances and all matters affecting the Association.

Your Executive are pleased to report that some of the matters that have been taken up by the Association, are getting some attention now, such as extension of the wharf, landing dock at the fort "Prince of Wales", improvement to navigational lights and signals and a new tug for Churchill.

It is indeed gratifying to us to see the progress that has been made, particularly in view of the dire forecasts that were made 50 years ago of what terrible things economically and otherwise would happen if a railway was built into Hudson Bay.

In 1946 ocean going vessels into Churchill numbered 10.
Imports were 37 tons. Exports were 3 Million bushels.

We would like you to compare this with the following extracts taken from the annual report of the National Harbours Board for the calendar year 1959

Vessel arrivals at Churchill	<u>1959</u>	<u>1955</u>
Deep sea or ocean going commercial	60	
Coastal or inland commercial	28	
Total	<u>88</u>	<u>66</u>
Inward tons of cargo		
Foreign	42,569	4,161
Domestic	<u>22,230</u>	<u>3,518</u>
Total	<u>64,799</u>	<u>7,679</u>
Exports, bushels of grain	22,077,941	13,175,257

In regards to the railway line and the traffic it is carrying, perhaps the following extract taken from the Financial Post, dated May 21st, 1960 is self-explanatory:-

" Winnipeg:- What supporters of the Hudson Bay Railway line said 50 years ago, appears to be coming true. Since the start, April 24th, of a six-day-a-week passenger train service to and from the north, it has proved one of the best producers of traffic of all the western branches of the Canadian National Railways. It has more freight, more express business and carries more passengers than any of them."

However, there appear to be some who still cling to the old ideas that Churchill has reached its limit. Those ideas have been periodically expressed over the past many years, and the trade has continued to increase. We are firmly of the opinion that the "dream" of our predecessors is coming true, but has a long way to go yet. With the work of our Association and the faith and determination of the people of the West, some day we will see the full realization of this "dream".

We would like to express our appreciation to the various Radio and Television stations and the Press, for the splendid help and coverage that they have given us. Also to the various officials in business and Governments for the courteous consideration and co-operation extended to us in our work. Also the various individuals and business concerns that have assisted us in the work of advertising and distribution of our literature, and otherwise helping us in our projects.

We would like to extend our thanks to the following members of Parliament for their support both in and out of Parliament. Mr. Harry F. Jones, M.P. for Saskatoon, Mr. R. (Bud) Simpson, M.P. for Churchill and Mr. Kenneth More, M.P. for Regina.

In closing we again wish to state that if the Hudson Bay Route and the Port of Churchill are given the proper facilities, competitive freight and insurance rates, and with the promotional activities of our Association, it will only be a matter of time until the exporters and importers will realize that this Route is the most economical Route to use between Western Canada and Europe, and therefore the logical one.

May we close by just saying "Thank you" to all.

All of which is respectfully submitted.

J.S. Woodward,	President
W.A. Richford,	Vice-President
W.G. Streeton,	Director
C.R. McIntosh	Director
F.T. Appleby	Director
R.H. MacNeill	Director
S.N. McEachern	Director
F.L. Jobin	Director
Jas. F. Gray,	Sec. Treas.

SECRETARY'S REPORT
July 1959 to July 1960

During the above period, the Association has been successful in getting a tremendous amount of publicity. The 1959 convention in Churchill, Manitoba, was responsible for much of this, together with the excursion, which was a great success. These arrangements brought to the attention of all Canada that Churchill was no longer a pioneering port, but one of Canada's modern towns. The excursion produced a large number of new supporters for our aims and objects.

following the convention, we had 4000 handbooks printed and distributed. They contained a full coverage of the business and activities of the Association and the convention. The office also prepared and distributed approximately 8000 copies of a booklet called "Churchill and the New St. Lawrence Seaway", which were well received. Special circulars were also prepared and sent to municipalities in the three Prairie Provinces, as well as cities and most towns. Our mailing list is considerably greater than the membership list.

A number of meetings were address by the Secretary, and some of the Directors. Included in this list were the Manitoba and Saskatchewan Wheat Pools, the United Grain Growers, the three prairie Farmers' Unions and the Saskatchewan and Alberta Municipal Conventions. Some other meetings were attended and pictures shown. In the distribution of our literature we have had valuable assistance from the three prairie Wheat Pools, the United Grain Growers and the three prairie Farmers' Unions and Federated Co-Operatives as well as Government assistance. Literature was also distributed at nearly all conventions held in Saskatoon.

Last November a new kind of publicity was started. A special weekly broadcast called "Northern Commentary" was tried through the kindness of Radio Station CFQC at Saskatoon, and was extended to include Radio Station CKBI Prince Albert, CFAR Flin Flon, Manitoba and CJGX Yorkton. These programs are commenting upon various communities or developments in the north, or anything that may be of public interest. We have had numerous complimentary letters and remarks about them. Those radio stations deserve great credit for this assistance. We have also had some assistance from Television Stations, such as CFQC-TV at Saskatoon, CKBI-TV at Prince Albert and CKOS-TV at Yorkton. In all broadcasts, of course, we always stress the work of our Association.

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Memberships and grants are coming in about the same as last year. In a voluntary Association such as ours, finances have to be watched very closely as, although many people write and tell us that we are doing good work and to keep it up, they somehow fail to realize that we do need some money to carry on, and the actual collecting of fees, it appears, has to be done by personal contact. This, of course, in our Association is nearly impossible. However our finances are in good shape. All mimeographing is done in the office as far as we have the facilities for doing. This has saved the Association hundreds of dollars.

The excursion arrangements for 1960 have been completed and our advertising in this regard is much greater than last year. It is expected that the net surplus will not be as great this year as last year, as we are taking in Flin Flon on the way, which increases the expense quite a bit. We have had very good co-operation from Mr. Alex Morgan, Passenger Agent of the Canadian National Railways at Saskatoon and his colleagues. It appears at this time of writing, that our excursion will be as good if not better than last year.

Many invitations to come to the convention, received the answer that it was the wrong time of year, and they were unable to come, but wished us success.

We have had correspondence with many papers and periodicals and have written many articles about the Route for them some overseas.

All records and correspondence has been kept up to date. The President and the Executive have been kept fully informed on all matters affecting the Association.

In closing I wish to express my personal thanks to the President, Mr. Woodward, who has at all times been ready to advise me and assist. Also to the Executive and the Board of Directors for their consideration of the work of the office.

I also wish to thank all those others who have assisted me in many ways and the kind remarks made about our endeavours. We have enjoyed the work and hope we can continue to give satisfaction.

Jas. F. Gray,
Secretary-Treasurer.

HUDSON BAY ROUTE ASSOCIATION

STATEMENT OF RECEIPTS AND PAYMENTS

for the Year ended 31st December, 1959

RECEIPTS

Memberships:

Rural municipalities	\$ 4,125.15	
Cities	510.00	
Towns	205.15	
Villages	10.00	
Individuals	433.00	
Boards of Trade	200.00	
Wheat Pool Committees	165.00	
Farm Unions	230.00	
Co-Operatives	175.00	
Business concerns	1,004.00	\$ 7,057.30
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Grants and donations		2,265.00
Interest		222.08
Convention		470.00
Churchill Excursion- Net Surplus		1,301.83
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Total Receipts		11,316.21
		<hr/>
Cash on hand, 1st January 1959	6.65	
Cash in bank, 1st January 1959	6,066.35	6,073.00
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To Account For		\$ 17,389.21

PAYMENTS

Total Expenditure (Exhibit "B")		10,771.71
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Cash on hand, 31st December 1959	31.65	
Cash in bank, 31st December 1959	6,585.85	6,617.50
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Accounted For		\$ 17,389.21
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We have examined the cash records of the Hudson Bay Route Association for the year ended 31st December 1959 and certify that the above statement of receipts and payments is in accordance with the records of the Association.

208 MacMillan Building,
Saskatoon, Saskatchewan,
25th January 1960.

Harris, Fingardson & Company,
Chartered Accountants,

by: G.E.M. Harris

HUDSON BAY ROUTE ASSOCIATIONSTATEMENT OF EXPENDITURES for the Year 1959

President's expense	\$ 216.30
Directors' fees and expense	1,603.62
Secretary's salary and stenographic help	3,400.00
Secretary's expense	785.88
Unemployment insurance	37.12
Organizer's commission	79.50
Ottawa Delegation	740.40
Audit	45.00
Postage & express	357.10
Telephone, telegraph	221.14
Literature and books	979.38
Stationery and office supplies	401.69
Advertising	213.47
Subscriptions and fees	118.20
Office rent	300.00
Convention and meeting expense	837.01
Bank charges	35.90
Typewriter	400.00
Total Expenditure (to Exhibit "A")	<u>\$ 10,771.71</u>

RESOLUTIONS

1. In view of the opinions expressed by some of the Captains of the ships coming in to Churchill, that the navigational aids are very poor in some areas, and in view of the fact that those complaints have been made each year for some time.

This convention would strongly urge the Department of Transport to immediately take action to rectify this condition.

2. In view of the fact that more grain storage is being built at sea coast ports, and in view of the fact that Churchill storage is considerably cheaper per bushel than any other point, also the present limited storage does not allow the carrying of different kinds of grain.

Therefore, this convention requests the National Harbours Board and the Canadian Wheat Board to give serious consideration to the immediate building of more storage space for grain at Churchill.

3. Resolved, that this convention express their pleasure at the news that the National Harbours Board are going to extend the present wharf at Churchill by 900 feet. However, with the potential increase in trade both exports and imports and the time factor necessary to complete the work, also the great expenditure necessary to prepare for this operation, we strongly suggest that the plans should be enlarged to the building of additional 1800 feet to the present wharf.

4. The Hudson Bay Route Association have consistently protested against the unfair freight rates on this line compared to other lines. This year special rates on other lines not available to the Hudson Bay line have been responsible for the loss of approximately 500 tons of glass coming from the United Kingdom through Churchill.

Therefore, we must again strongly protest this unfair treatment of the Hudson Bay line, and urge our officials to take up this matter with the Transport Board, the Canadian National Railways and other Departments concerned, stating in the strongest possible words our feelings in this matter.

Resolutions (Cont.)

5. Whereas the area between The Pas and Churchill has wonderful potential for settlement, development and tourist industry,

And Whereas it is nearly impossible to get efficient development along any of those lines without proper roads, which are now either non-existent or very inadequate,

And Whereas we have a huge military base at Churchill, which may at any moment become one of our safeguards in the North and no road leading to it.

Therefore, be it resolved that we request the Manitoba and Federal Government to take immediate action to get an all-weather highway built from The Pas to Churchill.

6. Whereas it has been stated by prominent officials that Churchill sales must be limited by reason of lack of overseas storage, and

Whereas this same condition was present when Fort William and Port Arthur were started, and in order to overcome this, storage was built on the Eastern sea coast, the wheat being then taken from Fort William during the summer shipping season to those eastern ports and held for ocean going vessels.

Therefore, we would strongly suggest that a comprehensive investigation be undertaken at once to find out the economic advantages of building storage in some port in Newfoundland where wheat from Churchill and other ports could be taken during the shipping season and held in an ice free, all year port, for shipment to Europe.

7. In the study of history for some hundreds of years back, and also the experience of the Hudson Bay Company in the use of the Hudson Bay Route, we find that even with their wooden sailing ships they were able to use this Route as long, if not longer, than we are doing today each year,

Also, since many of the captains of vessels coming into Churchill, have stated that the Route is as safe if not safer than the St. Lawrence Route, but the Hudson Bay Route carries a heavier premium on cargo and hull insurance at the present time.

Therefore, be it resolved that our officials continue to press upon all organisations concerned, the necessity of competitive insurance rates and a longer season.

Resolutions (Cont.)

1. Whereas it has been stated by prominent officials that Churchill's policy for settlement, development and economic progress, and that the Government is in a position to take immediate action to get an all-weather highway built from the Port to Churchill.

2. Whereas it has been stated by prominent officials that Churchill's policy must be limited by reason of lack of overseas currency and that the Government is in a position to take immediate action to get an all-weather highway built from the Port to Churchill.

3. Whereas it has been stated by prominent officials that Churchill's policy must be limited by reason of lack of overseas currency and that the Government is in a position to take immediate action to get an all-weather highway built from the Port to Churchill.